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Qiu

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(54) **LINEAR ELECTRODYNAMIC SYSTEM AND METHOD**

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(51) **Int. Cl.**
H02K 41/00 (2006.01)

(52) **U.S. Cl.** 310/12; 310/15

(58) **Field of Classification Search** 310/12-15
See application file for complete search history.

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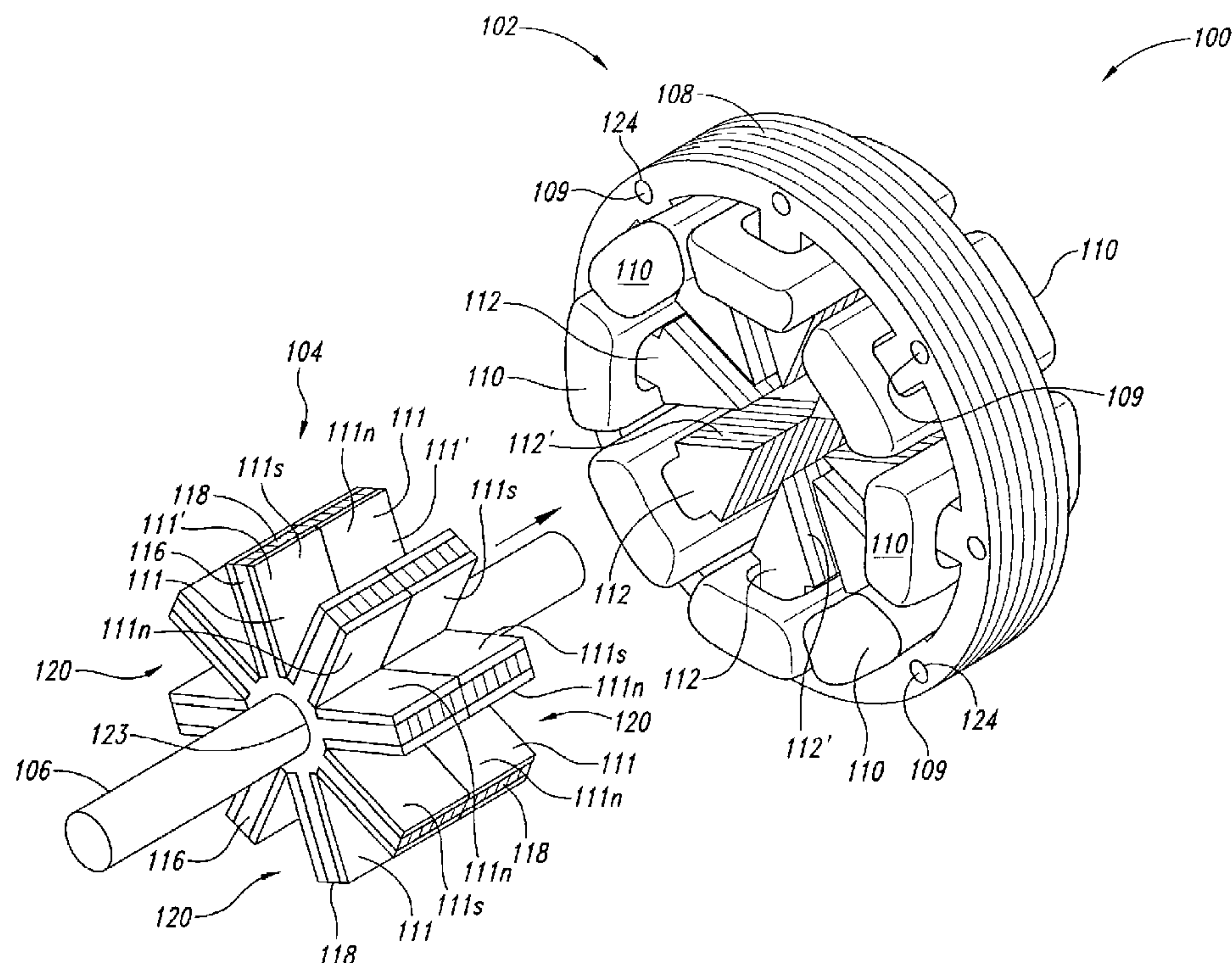
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(57) **ABSTRACT**

An exemplary description provided for patent searches includes a linear electrodynamic system for conversion of mechanical motion into electrical power or conversion of electrical power into mechanical motion involving advantageous use of magnetic material positioned on a mover. Bore surfaces of the magnetic material is shape complementary to bore surfaces of stator poles. Some implementations utilize non-annularly shaped bore surfaces while others utilize annularly shaped bore surfaces.

5 Claims, 12 Drawing Sheets



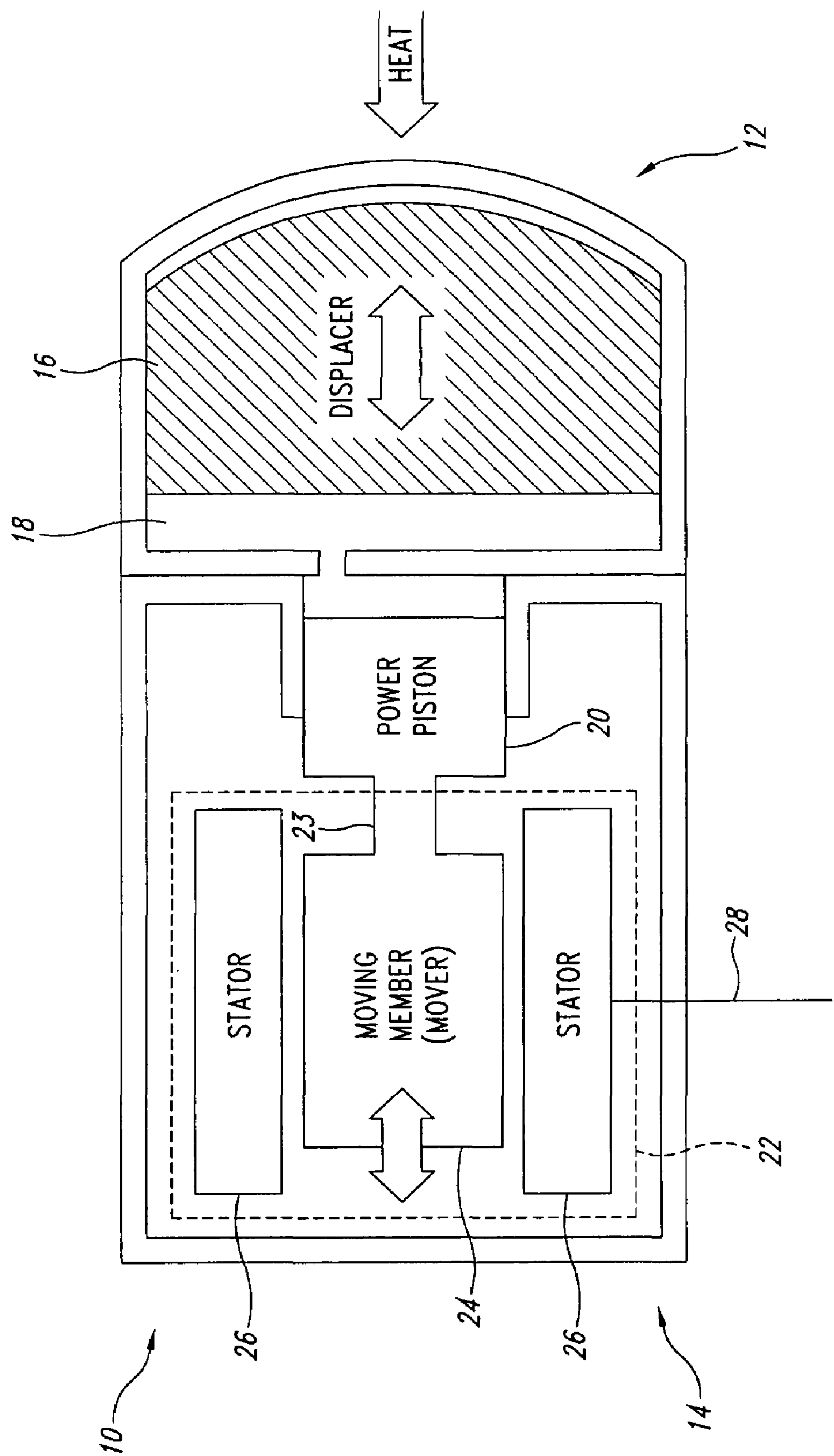


Fig. 1
(Prior Art)

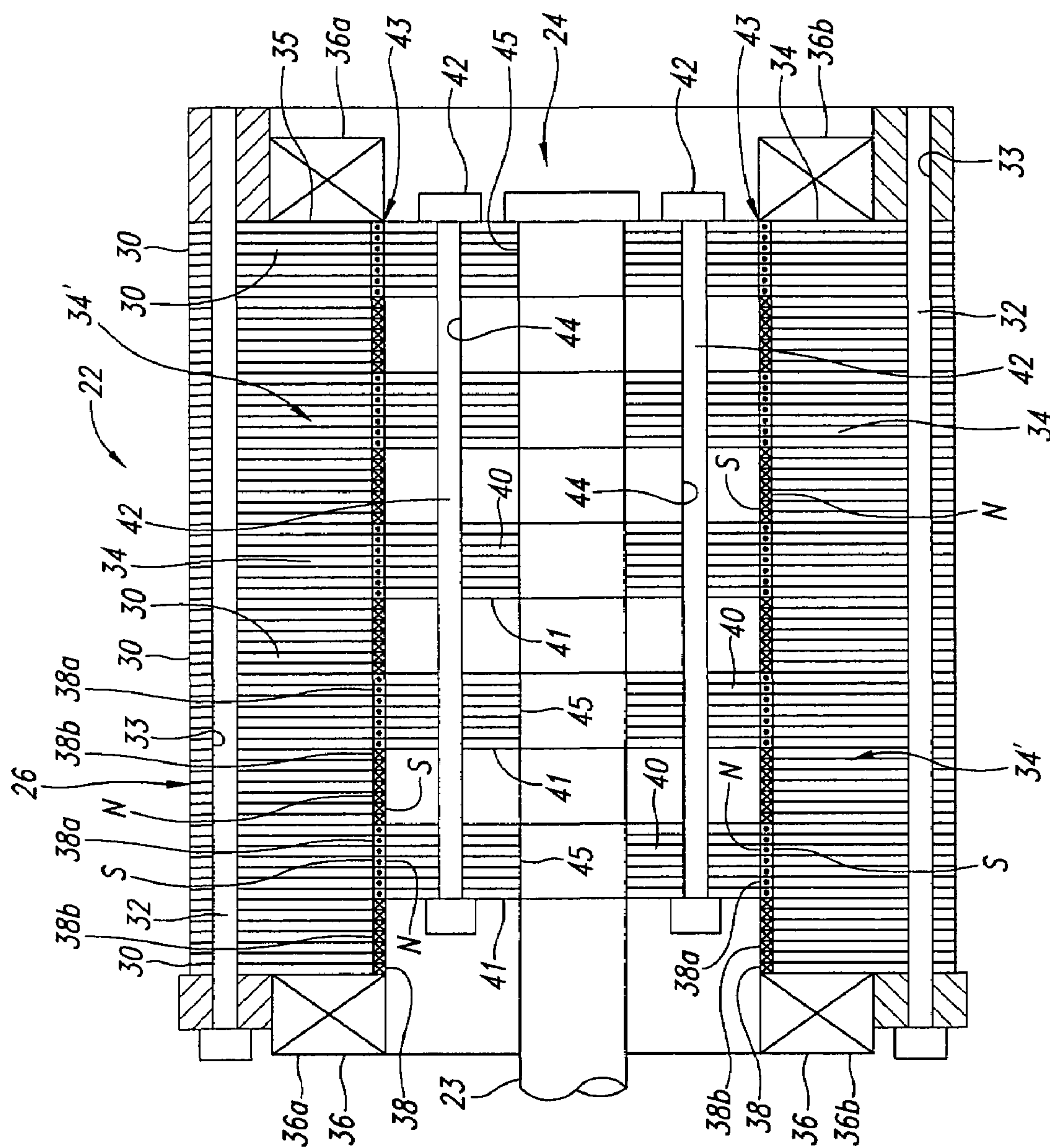


Fig. 2
(Prior Art)

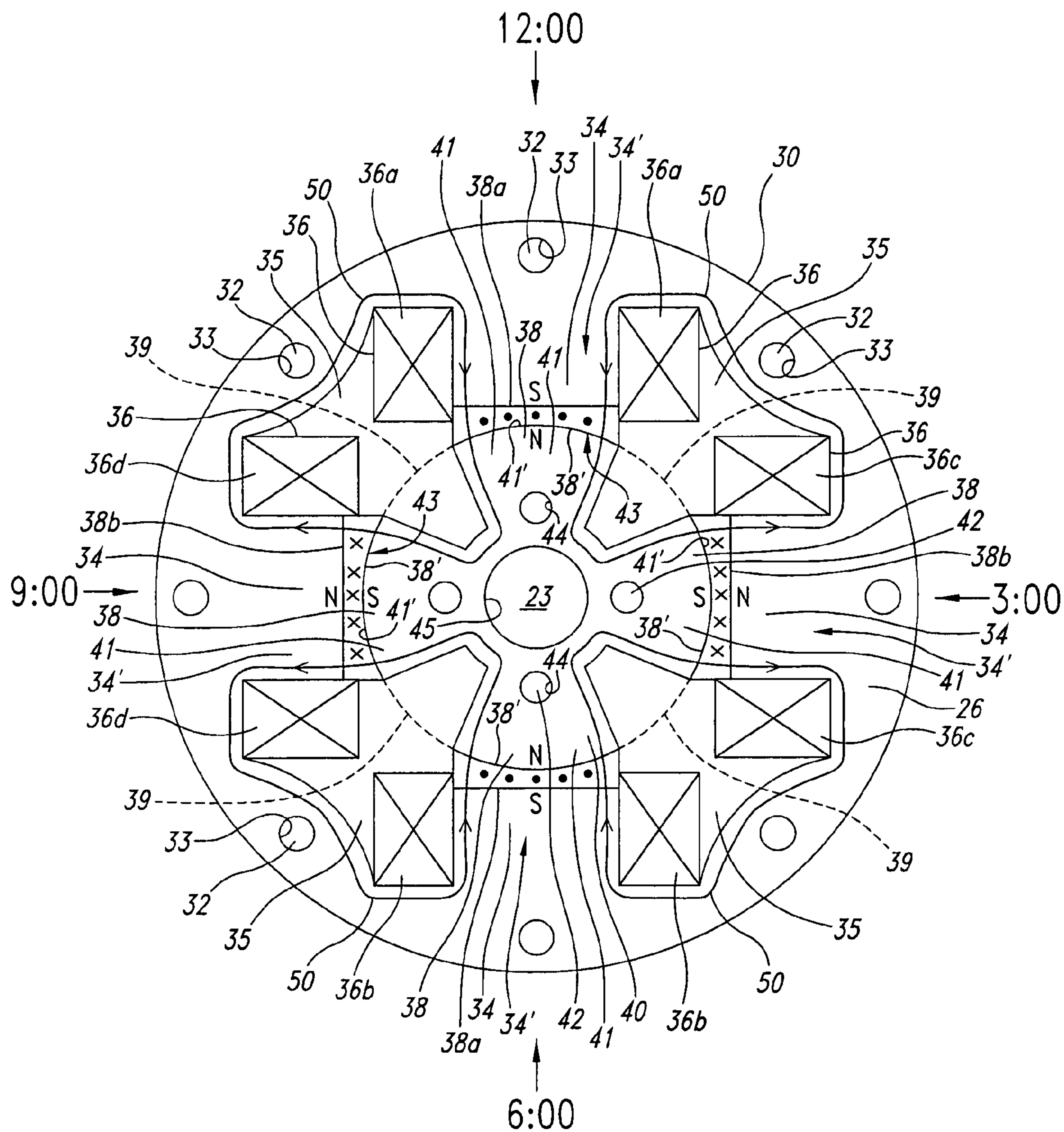


Fig. 3
(Prior Art)

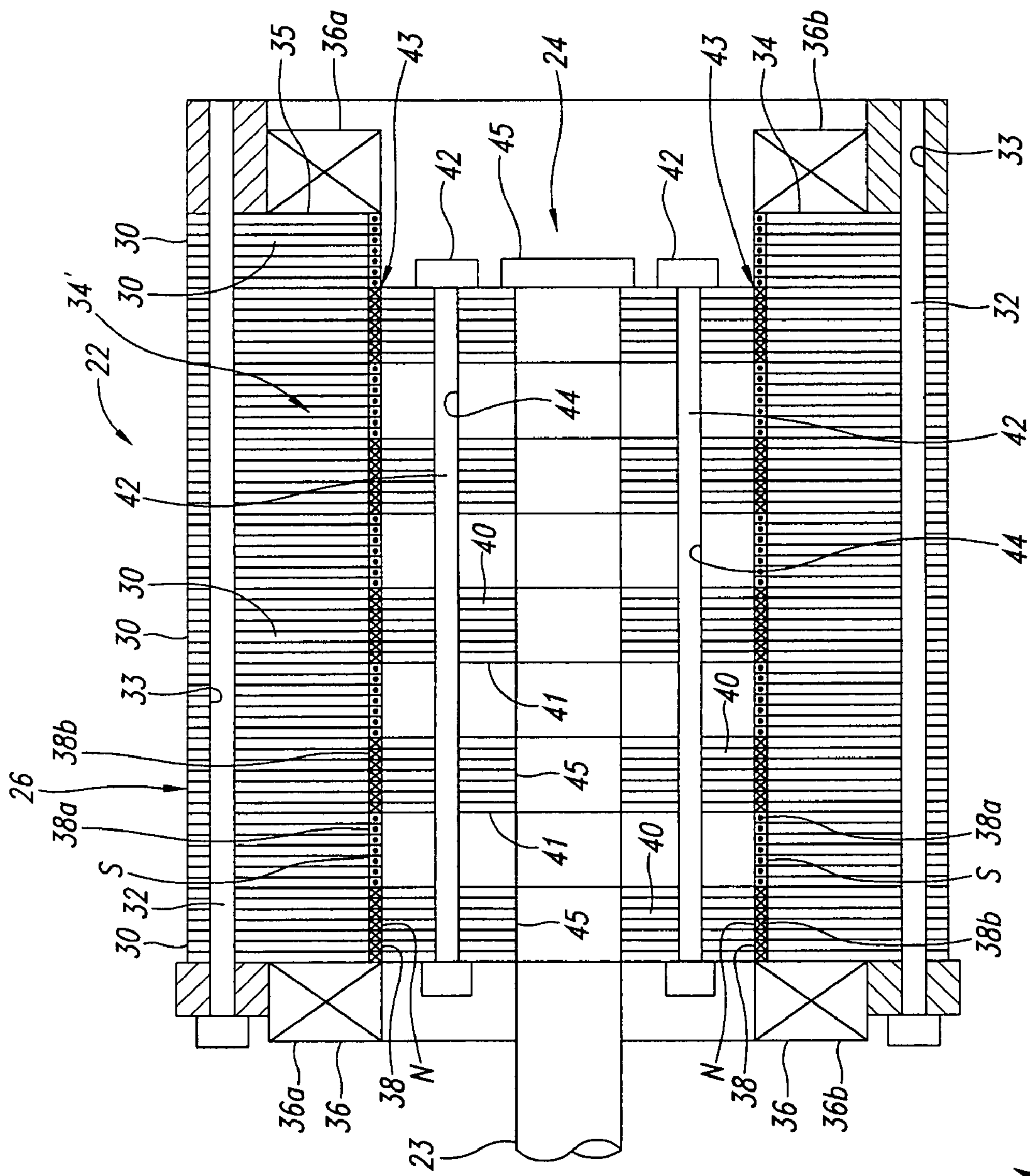


Fig. 4
(Prior Art)

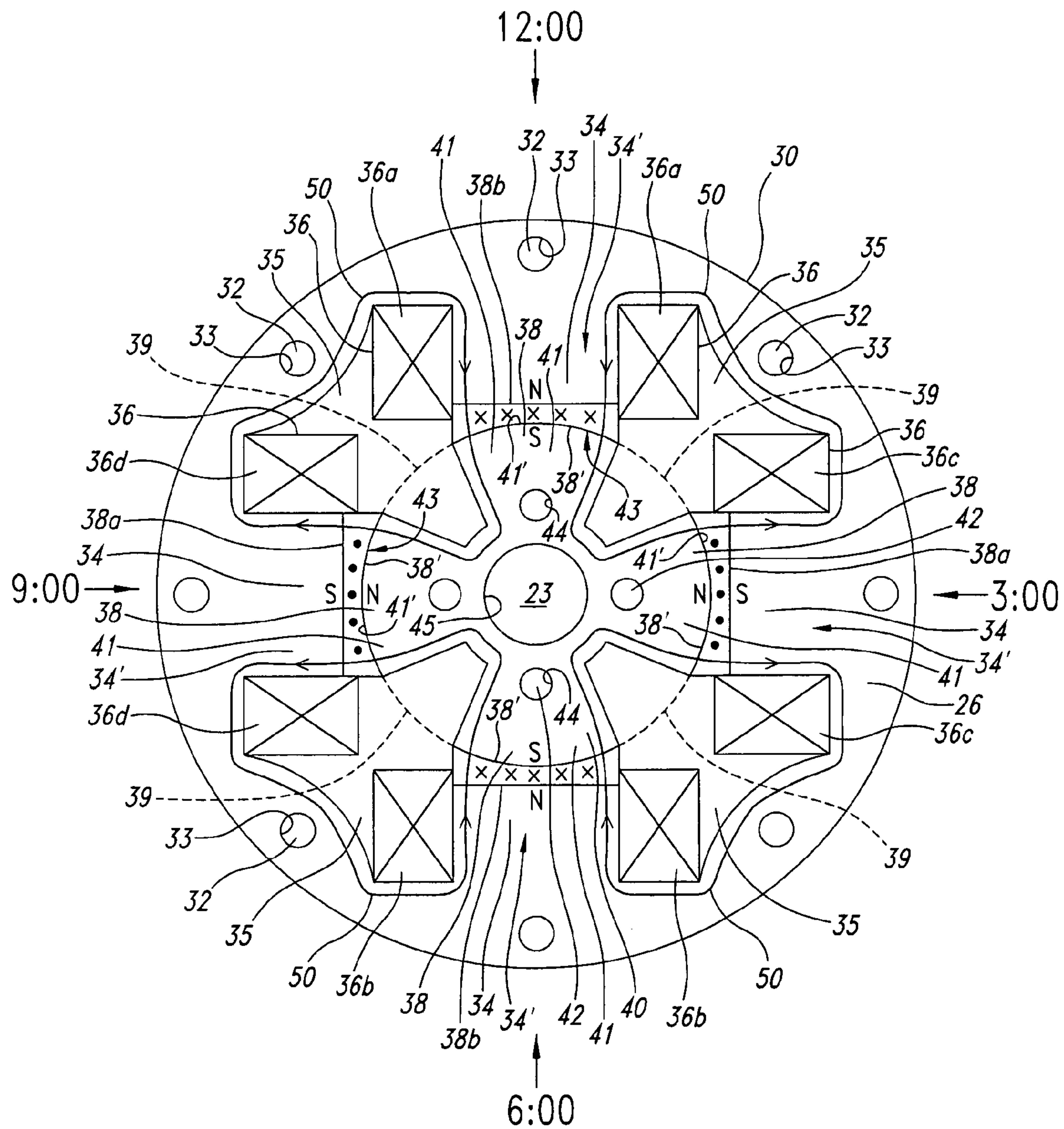


Fig. 5
(Prior Art)

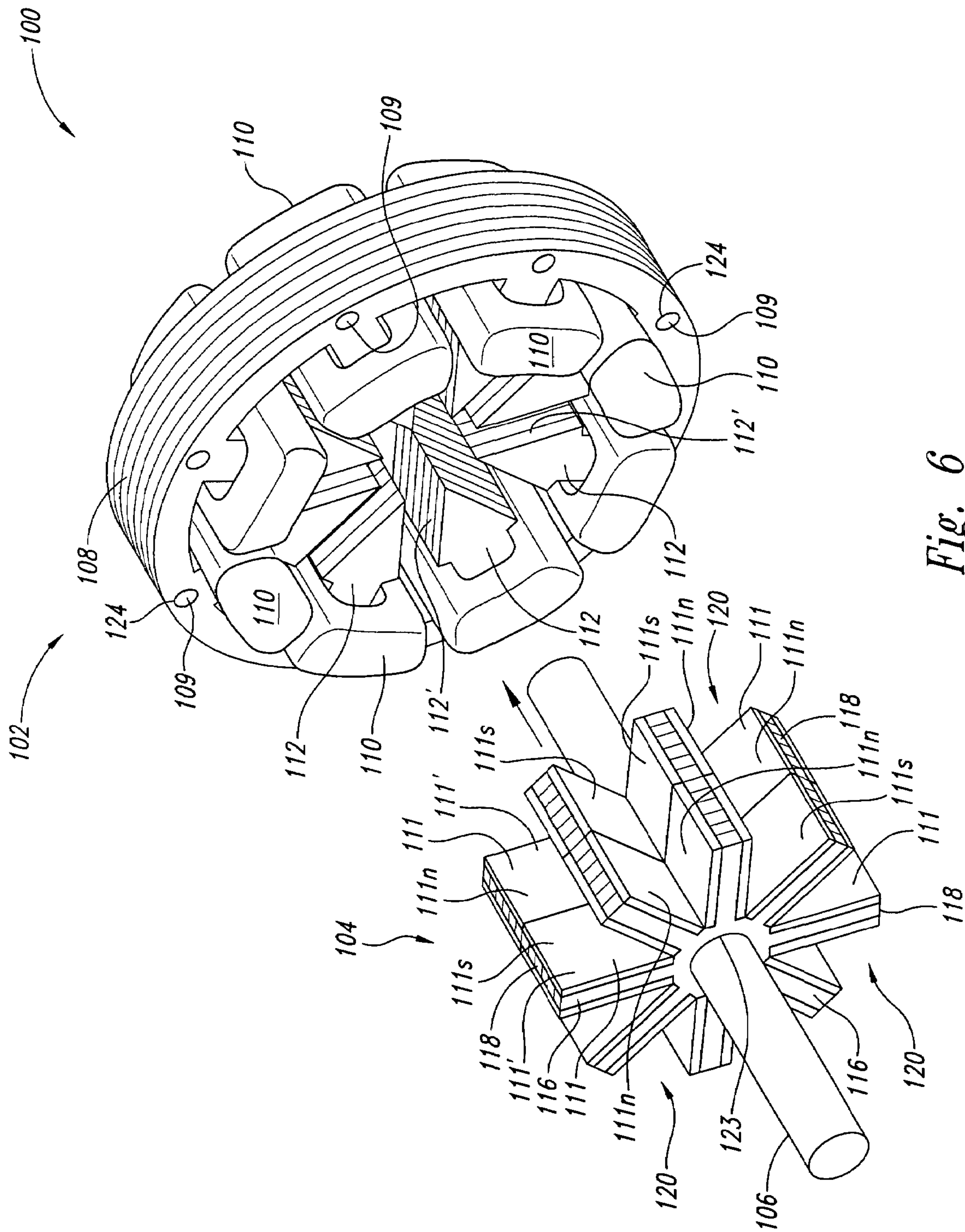


Fig. 6

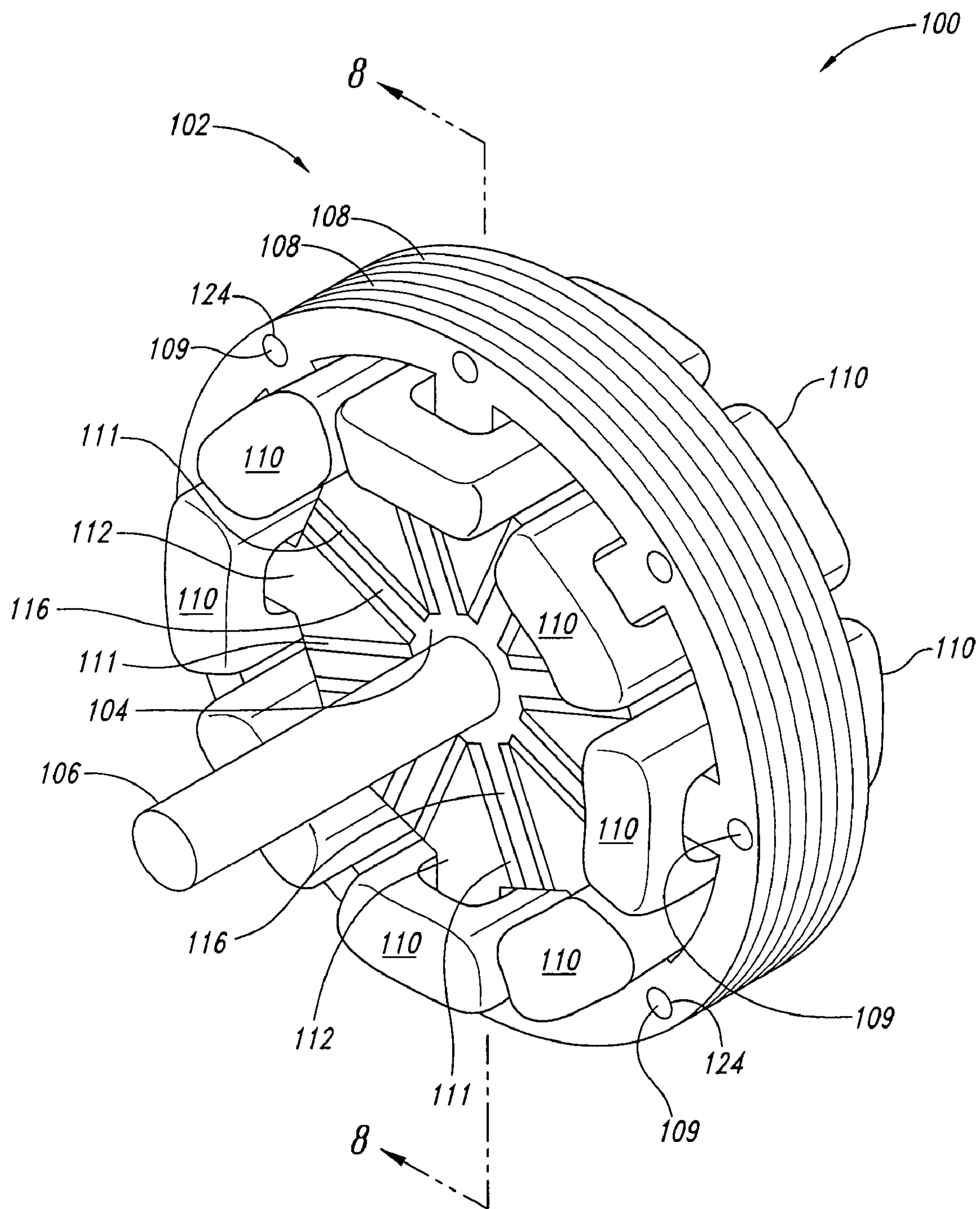


Fig. 7

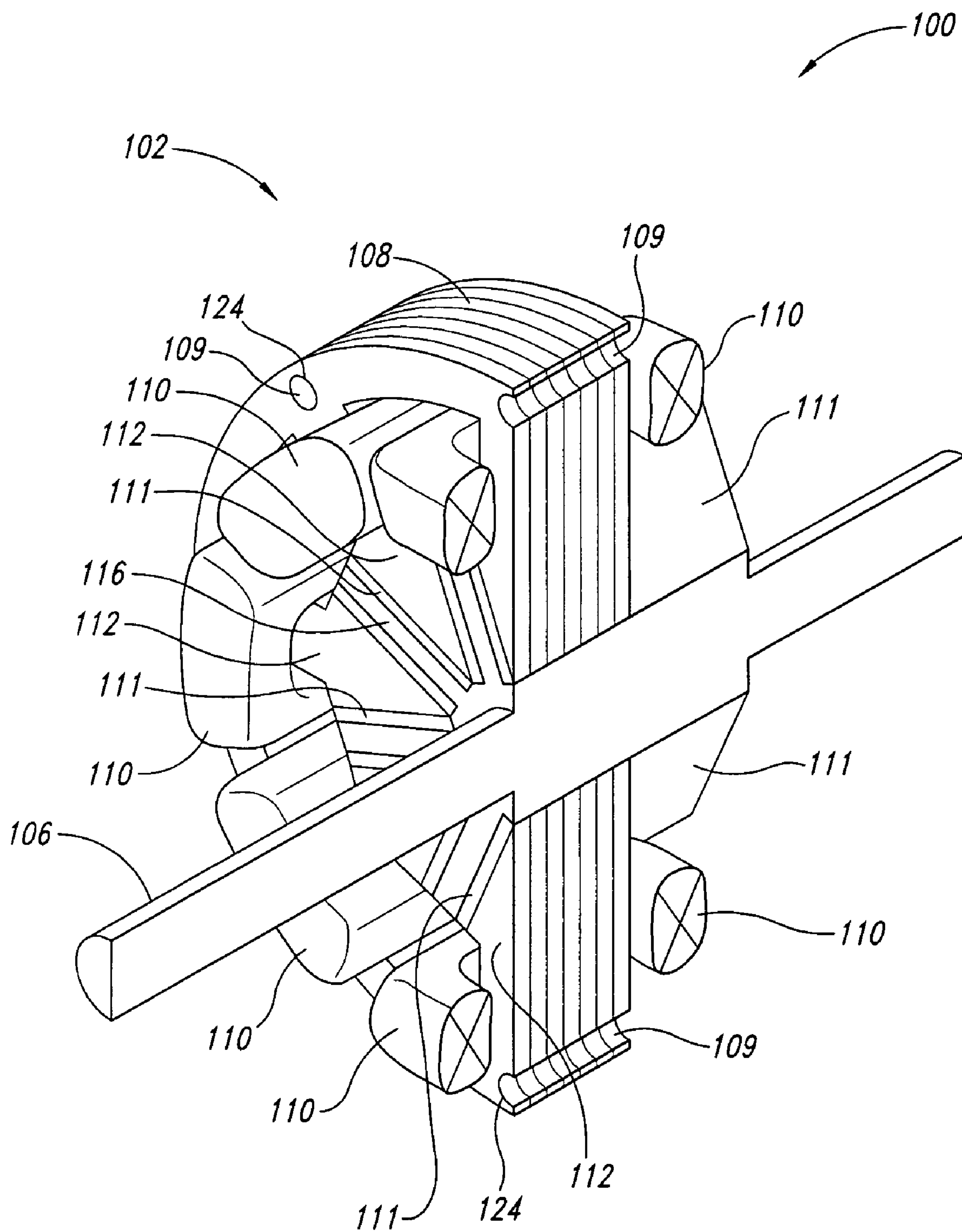


Fig. 8

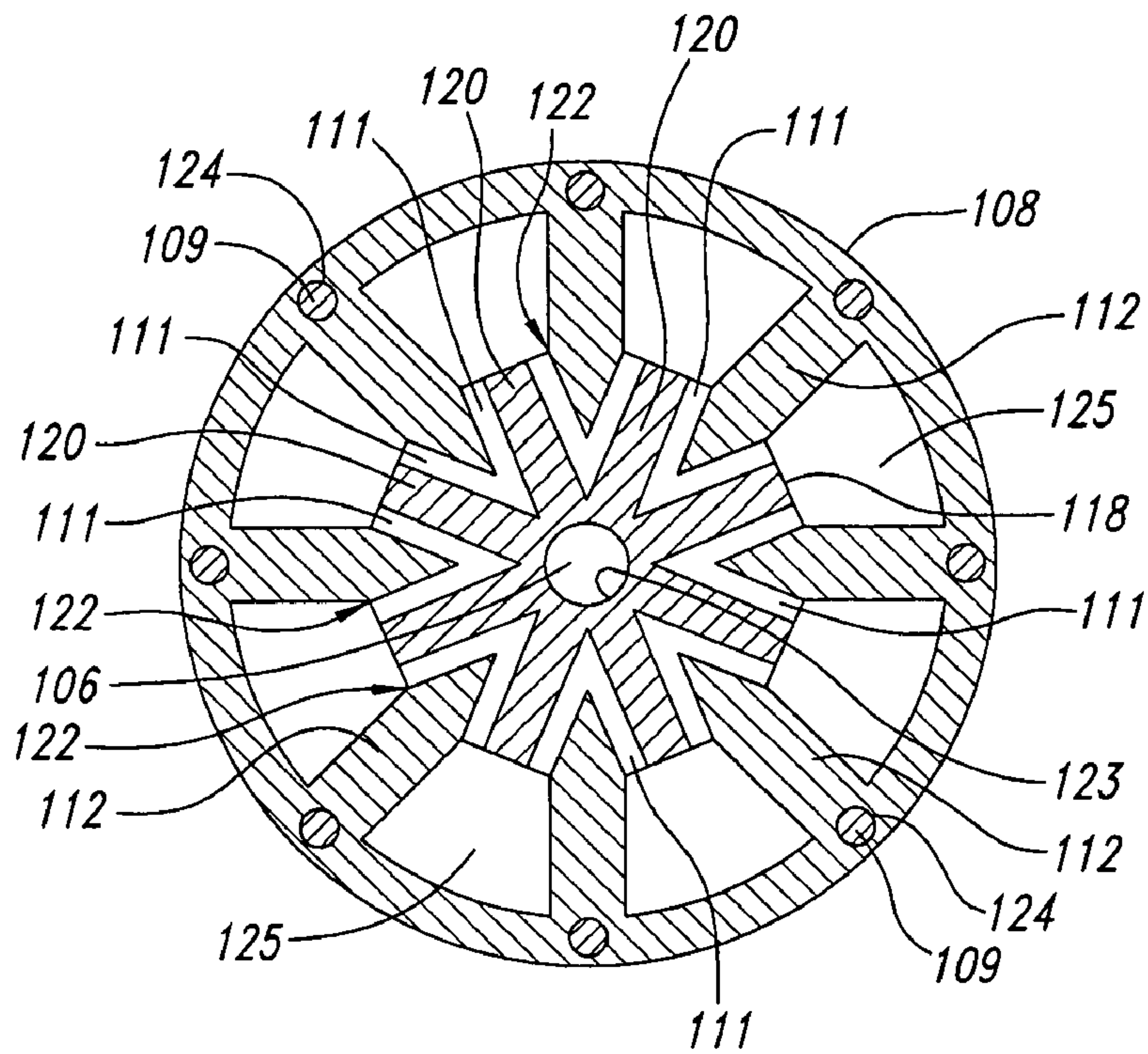


Fig. 9

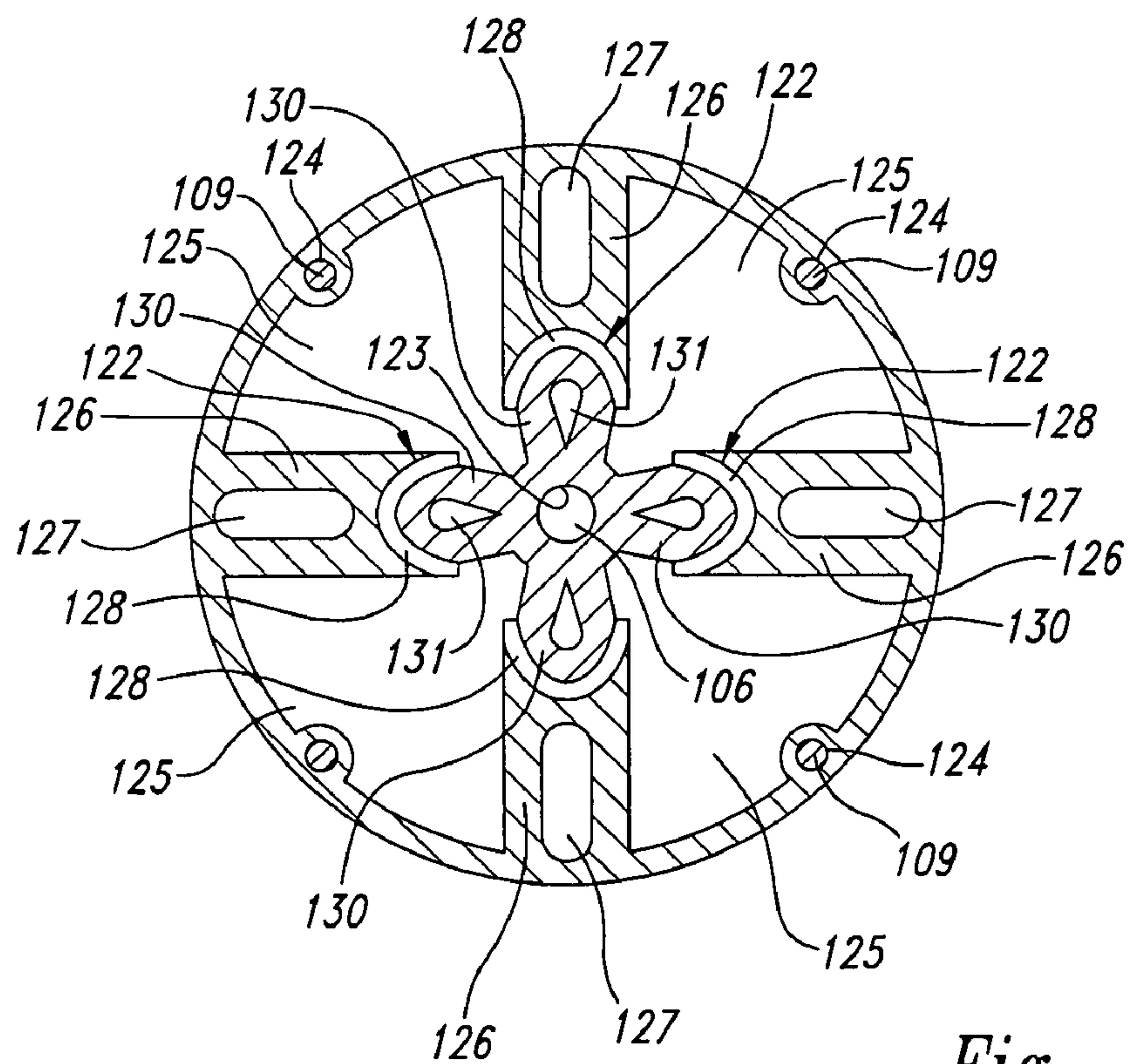


Fig. 10

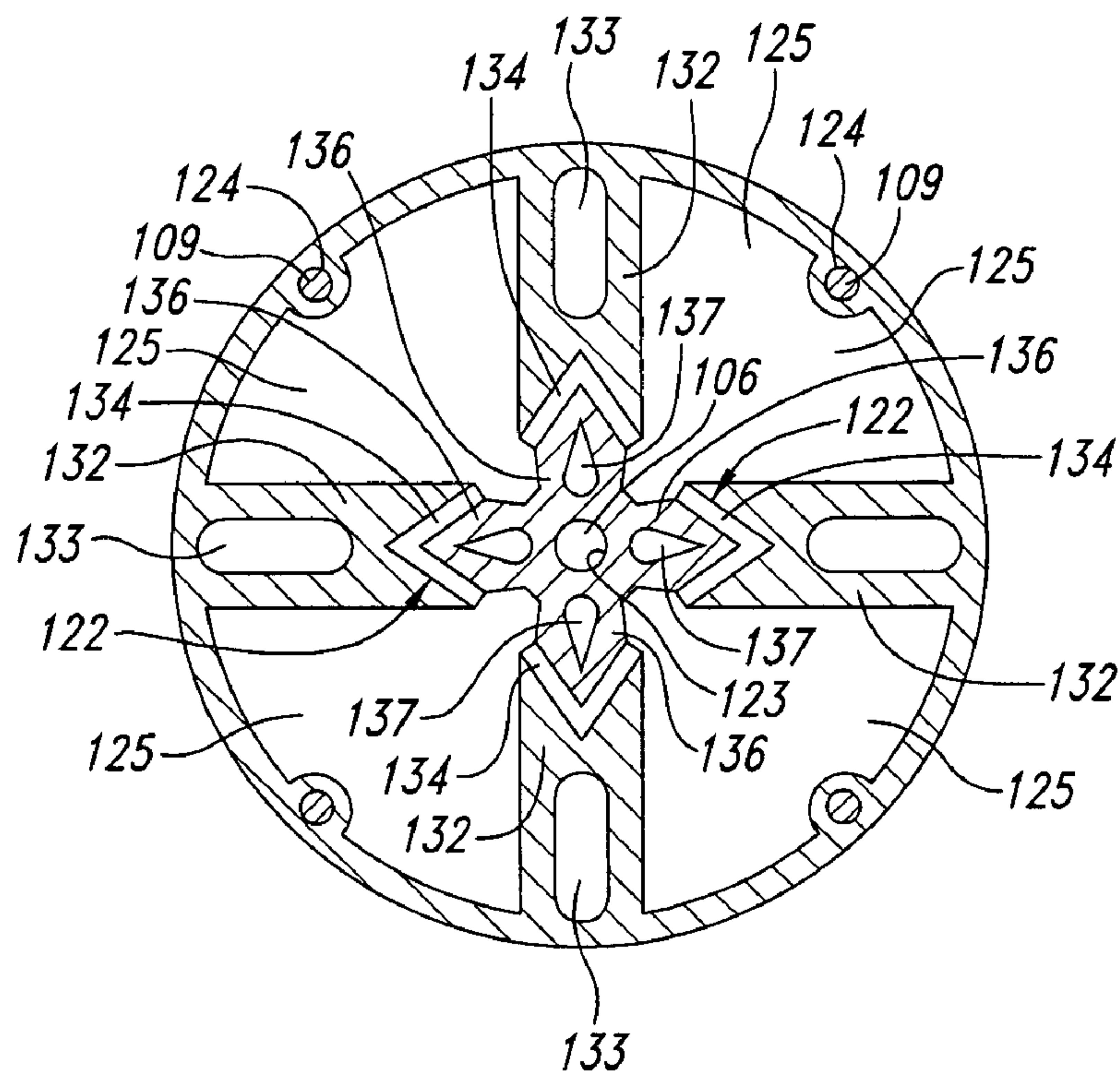


Fig. 11

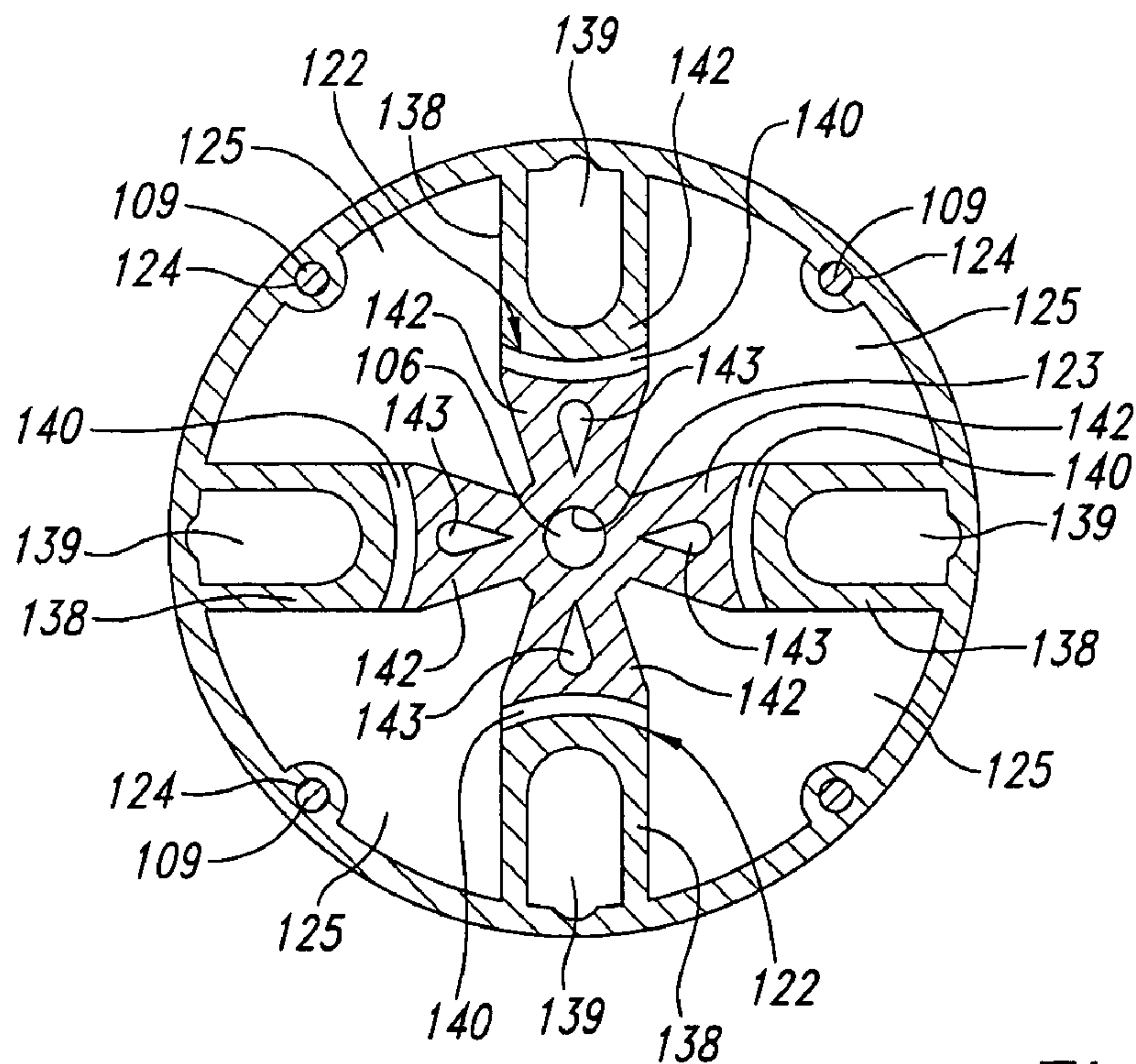


Fig. 12

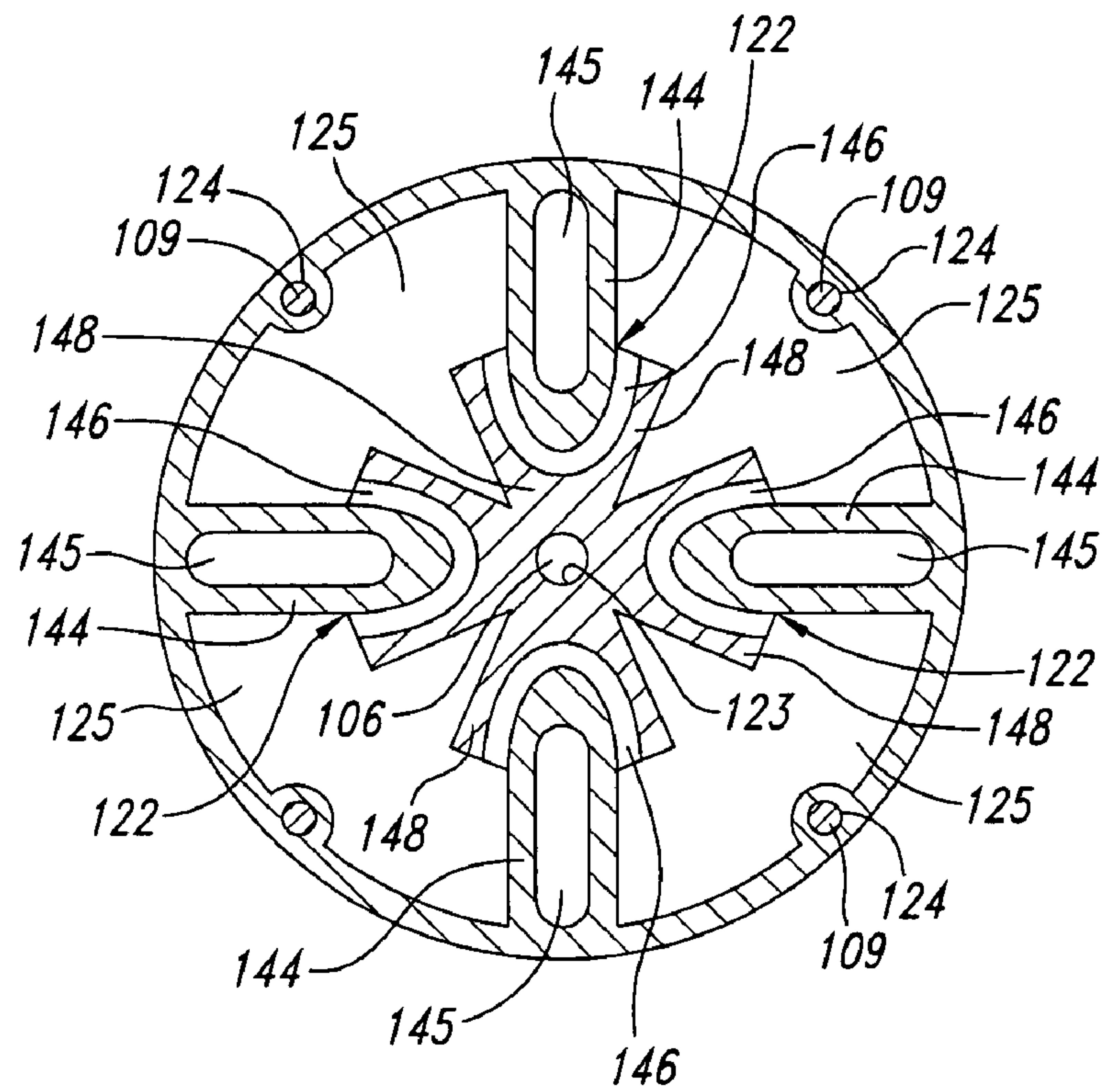


Fig. 13

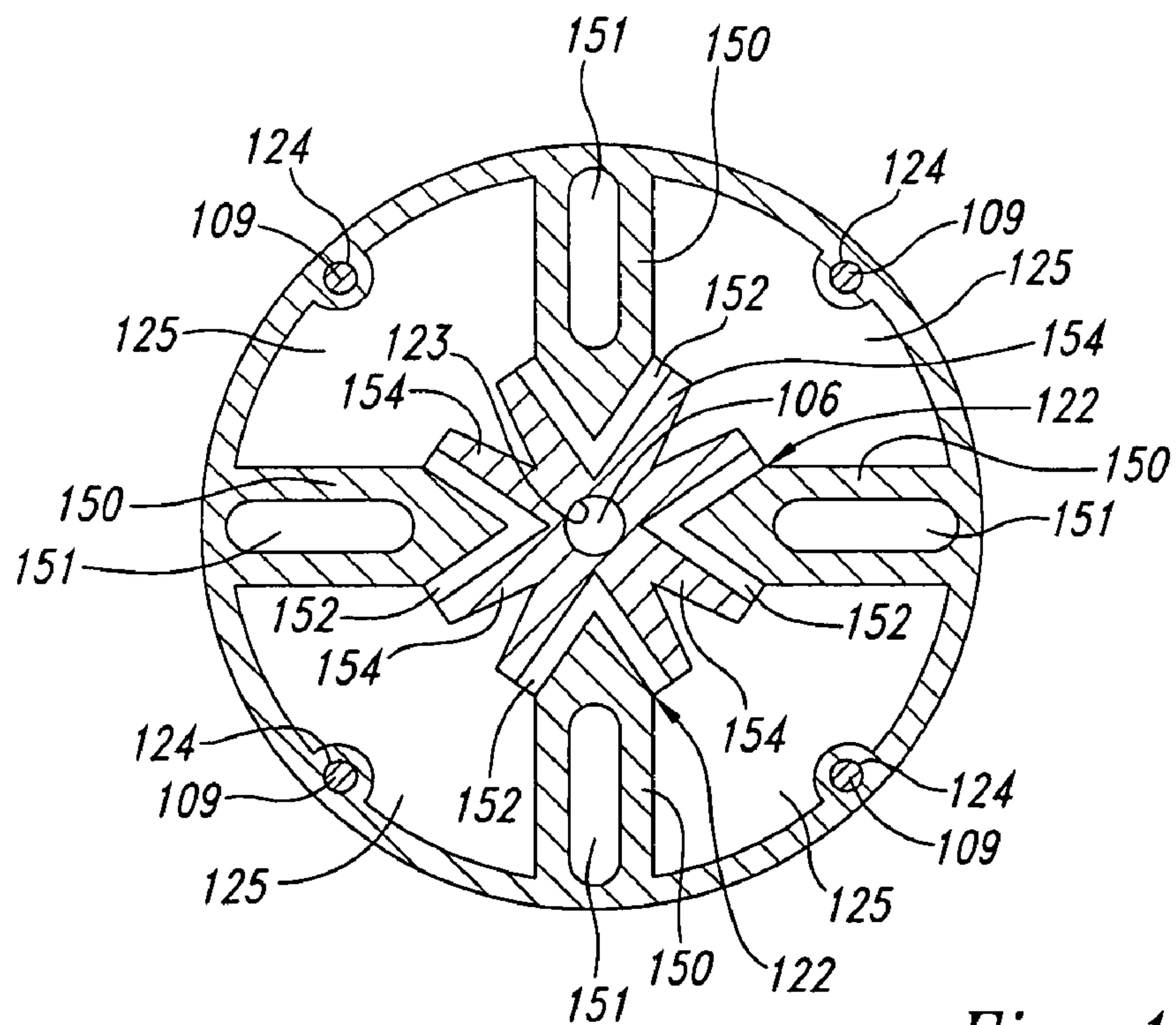


Fig. 14

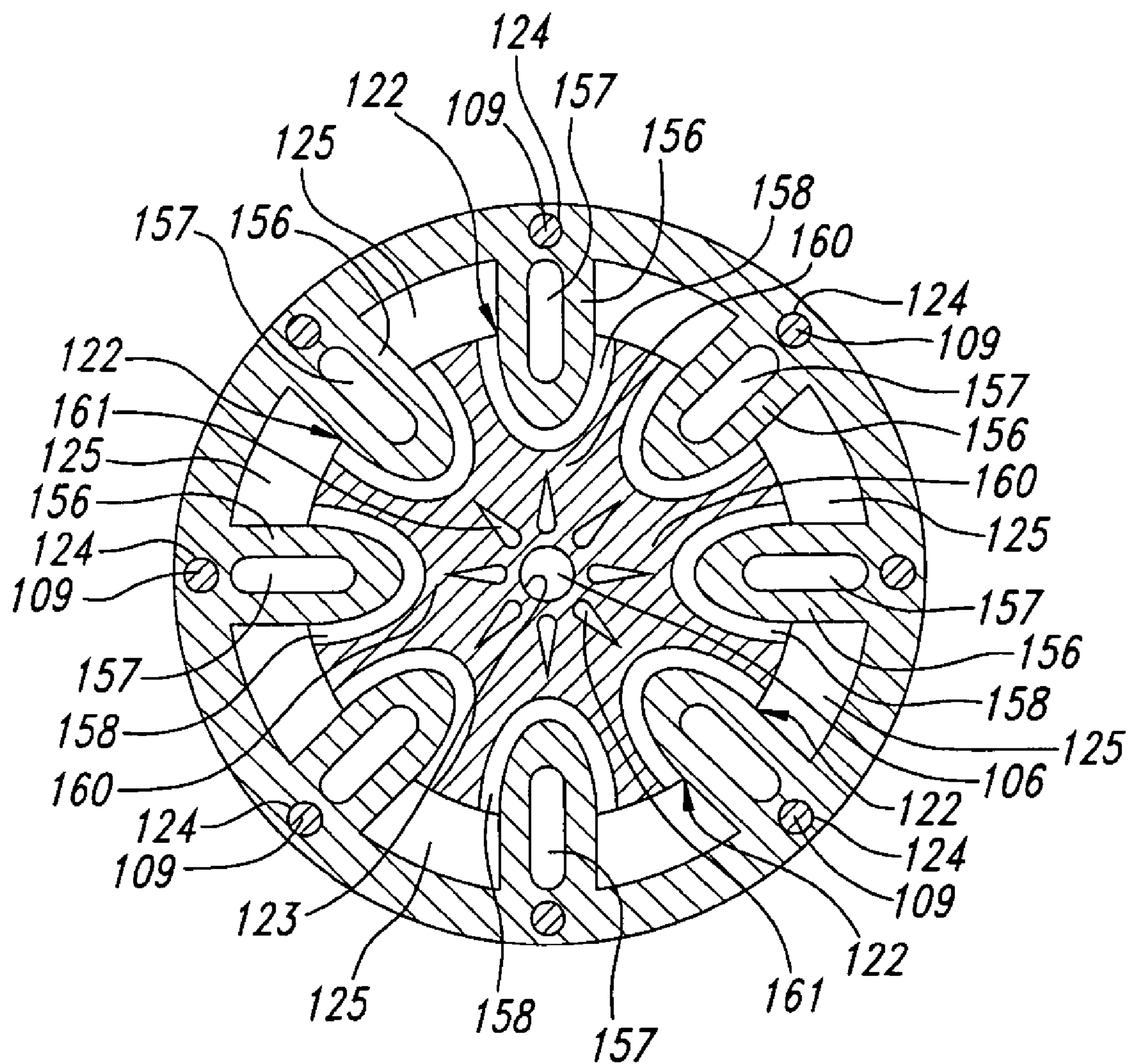


Fig. 15

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LINEAR ELECTRODYNAMIC SYSTEM AND METHOD

BACKGROUND OF THE INVENTION

1. Field of the Invention

The present invention is directed generally to electrodynamic systems and, more particularly, to linear alternators and linear motors.

2. Description of the Related Art

Linear electrodynamic systems including linear alternators and linear motors are particularly useful, for instance, in combination with Stirling cycle engines for electrical power generation and for refrigeration applications. These electrodynamic systems require substantial mass in their construction for adequate performance. Typically, iron laminations are used for the mover and stator components and copper wire is used for the windings.

Unfortunately, the amount of mass involved with these linear electrodynamic systems can be undesirable, for example, with situations where construction or operational costs are dependent upon equipment weight. As another example, for portable equipment, the amount of mass used for these linear electrodynamic systems can lessen the ease of use of the equipment.

BRIEF DESCRIPTION OF THE SEVERAL VIEWS OF THE DRAWING(S)

FIG. 1 is a schematic drawing of a conventional electrothermal system.

FIG. 2 is a cross-sectional view of the conventional linear electrodynamic system of FIG. 1 with its mover in a first position.

FIG. 3 is a top view of the conventional stator lamination and a conventional mover lamination pair associated with the mover in the first position of FIG. 2.

FIG. 4 is a cross-sectional view of the conventional linear electrodynamic system of FIG. 1 with its mover in a second position.

FIG. 5 is a top view of the conventional stator lamination and the conventional mover lamination pair associated with the mover in the second position of FIG. 4.

FIG. 6 is an exploded isometric view of an implementation of the innovative linear electrodynamic system according to the present invention.

FIG. 7 is an isometric view of the implementation of the linear electrodynamic system of FIG. 6 showing the mover in a first position.

FIG. 8 is a cross-sectional isometric view taken substantially along the line 8-8 of FIG. 7.

FIG. 9 is an end view of a non-annular convex eight-V implementation of a stator lamination and a mover lamination pair of the linear electrodynamic system of FIG. 6 without windings.

FIG. 10 is an end view of a non-annular concave four-parabolic implementation of a stator lamination and a mover lamination pair of the linear electrodynamic system according to a second embodiment of the present invention.

FIG. 11 is an end view of a non-annular concave four-V implementation of a stator lamination and a mover lamination pair of the linear electrodynamic system according to a third embodiment of the present invention.

FIG. 12 is an end view of a non-annular convex four-arc implementation of a stator lamination and a mover lamination pair of the linear electrodynamic system according to a fourth embodiment of the present invention.

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FIG. 13 is an end view of a non-annular convex four-arc implementation of a stator lamination and a mover lamination pair of the linear electrodynamic system according to the fifth embodiment of the present invention.

FIG. 14 is an end view of a non-annular convex four-V implementation of a stator lamination and a mover lamination pair of the linear electrodynamic system according to a sixth embodiment of the present invention.

FIG. 15 is an end view of a non-annular convex eight-parabolic implementation of a stator lamination and a mover lamination pair of the linear electrodynamic system according to the seventh embodiment of the present invention.

DETAILED DESCRIPTION OF THE INVENTION

As will be discussed in greater detail herein, an innovative linear electrodynamic system and method is disclosed to convert linear mechanical motion into an electrical current such as for a linear alternator for heat engines including Stirling cycle engines, or to convert electrical current into linear mechanical motion such as for a linear motor associated with mechanical cooling devices. Due to innovative concepts embodied therein and described below, the innovative linear electrodynamic system has size and weight advantages over conventional linear electrodynamic systems.

A conventional electrothermal system 10 using a heat module 12 and a power module 14 is shown in FIG. 1. When in the form of a Stirling cycle engine, the heat module 12 has a displacer 16 and working fluid 18 in fluid communication with a power piston 20, which is part of the power module 14. The power piston 20 of the power module 14 is connected to a conventional linear electrodynamic system 22 through a shaft 23 coupled to a mover 24. The conventional linear electrodynamic system 22 further includes a stator 26 and a paired electrical line 28 to furnish or receive electrical power. The stator 26 has conventional stator laminations 30 stacked together and secured by stator connecting rods 32 positioned through stator connecting rod holes 33, as shown in FIG. 2 in which the mover 24 is in a first position.

The conventional stator laminations 30 each have four stator pole laminations 34 shown in FIG. 3 in the 3:00, 6:00, 9:00, and 12:00 o'clock positions. The stator pole laminations 34 form stator poles 34' of the stator 26 when the stator pole laminations are stacked. The stator poles 34' are made of a magnetic field enhancing material, such as iron, shaped to form slots 35 (best shown in FIG. 3), which receive windings 36, such as formed by winding copper wire through the stator slots around the stator poles. Orientation of the windings 36 is shown for a first winding 36a and a second winding 36b in FIGS. 2 and 3 and is additionally shown for a third winding 36c and a fourth winding 36d in FIG. 3.

Four annular concave arc magnets 38 are each glued to a portion (seven conventional stator laminations 30 in FIG. 2) of one of the four stator poles 34' (for instance, the stator pole in the 12:00 position of FIG. 3). The annular concave arc magnet 38 is so named because its bore surface 38' opposite the stator pole 34' has a concave shape in the form of an arc being in cylindrical alignment with the other annular concave arc magnets attached to the other stator poles of the stator 26. This cylindrical alignment of the bore surfaces 38' of the annular concave arc magnets 38 is depicted by an illustrative circle 39 that is not part of the structure of the stator 26, but is shown in FIGS. 3 and 5 only for explanatory purposes.

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The mover **24** is made up of collections of stacked conventional mover laminations **40** made of a magnetic field enhancing material, such as iron, and has mover sections **41** with arcuate bore surfaces **41'** shaped to complement the shape of the bore surfaces **38'** of the annular concave arc magnets **38**.

The annular nature of the annular concave arc magnets **38** allows for the mover **24** to be shaped to fit inside the illustrative circle **39** with a gaseous gap **43** of typically one-hundredth of an inch between bore surfaces **41'** of the mover sections **41** and the bore surfaces **38'** of the annular concave arc magnets **38**. With such an arrangement the rotational tolerances for securing the mover **24** in the conventional linear electrodynamic system **22** are not rigorous regarding the amount of rotation allowed for the mover. Since the bore surfaces **38'** of the annular concave arc magnets **38** are cylindrical coincident with the illustrative circle **39**, the arcuate bore surface **41'** of the mover sections **41** allow the mover **24** to rotate a significant amount without contacting the stator **26** should torque on the shaft **23** cause the mover to rotate.

The conventional mover laminations **40** are held together by mover connecting rods **42** inserted through mover connecting rod holes **44**. A portion of the shaft **23** is coupled to the mover **24** through shaft holes **45** in the conventional mover laminations **40**.

The annular concave arc magnets **38** have a first orientation **38a** in which the north pole of the magnet is the bore surface **38'** and a second orientation **38b** in which the south pole of the magnet is the bore surface. The first orientation **38a** and the second orientation **38b** are alternated along the axis of the shaft **23** as shown in FIG. 2 and alternated around the 3:00, 6:00, 9:00, and 12:00 positions as shown in FIG. 3. Magnetic flux lines **50** are shown in FIG. 3 for a pair of one of the conventional stator laminations **30** and an adjacent one of the conventional mover laminations **40** when the mover **24** is in the first position shown in FIG. 2. Magnetic flux lines **51** are shown in FIG. 5 for the pair of one of the conventional stator laminations **30** and an adjacent one of the conventional mover laminations **40** when the mover **24** is in a second position shown in FIG. 4.

An innovative linear electrodynamic system **100** is shown in FIG. 6 having an innovative stator **102**, an innovative mover **104**, and a shaft **106**. Various implementations of the innovative stator **102** and the innovative mover **104** are described below, which result in reduced mass of the innovative linear electrodynamic system **100** compared with the conventional linear electrodynamic system **22** of comparable performance capability. Mass reduction is achieved by enhancing magnetic flux distribution through the innovative stator **102** and the innovative mover **104**, reduction of size and volume of the innovative stator and the innovative mover, and reduction of the amount of metal (typically copper) required in the associated windings. Furthermore, as shown in the implementations below, the innovative stator **102** and the innovative mover **104** are more efficiently packaged to better use available space compared with conventional approaches resulting in further reductions of size of the innovative linear electrodynamic system **100**.

As part of the approach used, the flux is concentrated flux by increasing total magnet volume found in the innovative linear electrodynamic system **100**. With increases of magnet volume and flux concentration, the number of turns in stator windings required to develop a given voltage is reduced. Increased magnetic flux allows for decreases in outer diameter of the innovative stator **102** and more narrow poles of the innovative stator allow for smaller sized turns for stator

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windings. Stator mass and volume both scale with the square of stator diameter. As further discussed below, magnets are positioned on the innovative mover **104** thus generally allowing a comparable shortening of the length of the innovative stator **102** by approximately half since the innovative mover is generally allowed a comparable doubling in length to allow for alternating of magnetic poles. These attributes mentioned can all factor into a significant overall reduction of mass and volume associated with the innovative linear electrodynamic system **100** compared to the conventional linear electrodynamic system **22** of comparable performance capability.

Shapes of the magnets discussed below found with the innovative linear electrodynamic system **100** also can reduce magnetic side loading on the innovative mover **104** as compared with the conventional linear electrodynamic system **22** described above.

The innovative stator **102** has stator laminations **108**, which are stacked together using stator connecting rods **109**. The innovative stator **102** further has windings **110**. The non-annular magnets **111** are glued to portions of the innovative mover **104**. In the depicted implementations of the innovative mover **104** discussed herein, the non-annular magnets **111** are arranged on the innovative mover to have first and second orientations similar to that discussed above for the conventional stator laminations **30**. For instance, with the implementation depicted in FIG. 6 in which the magnets' north surfaces **111n** and the magnets' south surface **111s** are alternated as bore surfaces **111'** of the innovative mover. The non-annular magnets **111** are designated as such because their north bore surfaces **111n** and their south bore surfaces **111s** are not in a cylindrical arrangement such as is the arrangement depicted by the illustrative circle **39** accompanying the description above of the conventional linear electrodynamic system **22**.

Being non-annular in nature is a significant departure from conventional approaches and not suggested thereby. For instance, use of non-annular magnets **111** having the north bore surface **111n** and the south bore surface **111s** with a non-annular shape requires that rotational tolerances for the innovative mover **104** be much more strict than conventional approaches since even slight rotational movement will result in the innovative mover **104** striking the innovative stator **102**. In addition, the non-annular magnets **111** are so shaped that they can introduce an additional torque load on the innovative mover **104** that need not be addressed by conventional approaches. Conventional linear electrodynamic systems are designed to avoid these results.

In the first implementation of the present invention shown in FIG. 6, there are eight non-annular stator poles **112** shaped as non-annular convex V stator poles with bore surfaces **112'**. For the implementation shown in FIG. 6, thirty two non-annular magnets **111** are affixed, such as by gluing, to eight mover sections **116** to form eight concave V magnet sections **120**. The term "V" is used due to the general "V" shape of the V magnet sections **120** formed from the non-annular magnets **111** in this implementation.

The innovative mover **104** is made up of mover laminations **118** which are bound together and define a plurality of the non-annular mover sections **116**. FIGS. 7 and 8 shows the eight non-annular concave V magnet sections **120** of the particular implementation shown in FIG. 6 of the innovative mover **104** midway in its reciprocal travel within the innovative linear electrodynamic system **100**.

The implementation of FIGS. 6-8 is shown in FIG. 9 from the end without the windings **110** illustrated. There is a gaseous gap **122** between the bore surfaces **111'** of the eight

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non-annular magnets **111** shown and the corresponding bore surfaces **112'** of the eight non-annular stator poles **112** of the innovative stator **102**. Due to the geometry, the design of the innovative linear electrodynamic system **100** allows little tolerance for rotational movement of the innovative mover **104** relative to the innovative stator **102**. Movement of more than the size of the gaseous gap **122** will result in the innovative mover **104** contacting the innovative stator **102**. Thus, the innovative mover **104** must be retained with minimal rotational movement as the innovative mover reciprocates longitudinally within the innovative stator **102**.

The mover laminations **118** each further has a central shaft hole **123** for coupling the mover lamination to the shaft **106**. The innovative stator **102** has stator connecting rod holes **124** to receive the stator connecting rods **109**. The innovative stator **102** further has stator slots **125** positioned between the non-annular stator poles **112** and shaped to accommodate the windings **110** with each extending above one of the non-annular stator poles **112** and shaped to accommodate the shape and positioning of the innovative mover **104**. Connector rod holes (not shown) are provided in the mover laminations **118** for securing the mover laminations **118** of the innovative mover **104** together with connecting rods.

A second implementation of the innovative stator **102** and the innovative mover **104** is shown in FIG. **10**. In this implementation, the innovative stator **102** has four non-annular concave parabolic stator poles **126** with stator pole voids **127**. The stator pole voids **127** are formed to reduce the mass of the non-annular concave parabolic stator poles **126**. Two non-annular convex parabolic magnets **128** with bore surfaces of opposite polarity are coupled to a different one of four mover sections **130**. The non-annular convex parabolic magnets **128** are so named because in this implementation the bore surfaces **128'** of the non-annular magnets **128** have a convex parabolic shape and are non-annular in terms of the above discussion regarding the illustrative circle **39**.

The innovative mover **104** of the implementation of FIG. **10** has the four mover sections **130** complementary to the four non-annular concave parabolic stator poles **126** such that only the gaseous gap **122** exists between the stator poles **126** and the bore surfaces of the four non-annular convex parabolic magnets **128**. The mover sections **130** have mover section voids **131** to reduce the mass of the innovative mover **104** and to receive connecting rods (not shown) to hold the mover laminations together.

A third implementation of the innovative stator **102** and the innovative mover **104** is shown in FIG. **11**. In this implementation, the innovative stator **102** has four non-annular concave V stator poles **132** with stator pole voids **133**. The stator pole voids **133** are formed to reduce the mass of the non-annular concave V stator poles **132**. Two non-annular convex V magnets **134** with bore surfaces of opposite polarity are coupled to a different one of four mover sections **136**. The non-annular convex V magnets **134** are so named because in this implementation the bore surfaces of the non-annular magnets **134** have a convex V shape and are non-annular in terms of the above discussion regarding the illustrative circle **39**.

The innovative mover **104** of the implementation of FIG. **11** has the four mover sections **136** complementary to the four non-annular concave V stator poles **132** such that only the gaseous gap **122** exists between the stator poles **126** and the bore surfaces of the four non-annular convex V magnets **134**. The mover sections **136** have mover section voids **137**

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to reduce the mass of the innovative mover **104** and to receive connecting rods (not shown) to hold the mover laminations together.

A fourth implementation of the innovative stator **102** and the innovative mover **104** is shown in FIG. **12**. In this implementation, the innovative stator **102** has four non-annular convex arc stator poles **138** with stator pole voids **139**. The stator pole voids **139** are formed to reduce the mass of the non-annular convex arc stator poles **138**. Two non-annular concave arc magnets **140** with bore surfaces of opposite polarity are coupled to a different one of four mover sections **142**. The non-annular concave arc magnets **140** are so named because in this implementation the bore surfaces of the non-annular magnets **140** have a concave arc shape and are non-annular in terms of the above discussion regarding the illustrative circle **39**.

The innovative mover **104** of the implementation of FIG. **12** has the four mover sections **142** complementary to the four non-annular convex arc stator poles **138** such that only the gaseous gap **122** exists between the stator poles **138** and the bore surfaces of the four non-annular concave arc magnets **140**. The mover sections **142** have mover section voids **143** to reduce the mass of the innovative mover **104** and to receive connecting rods (not shown) to hold the mover laminations together.

A fifth implementation of the innovative stator **102** and the innovative mover **104** is shown in FIG. **13**. In this implementation, the innovative stator **102** has four non-annular convex parabolic stator poles **144** with stator pole voids **145**. The stator pole voids **145** are formed to reduce the mass of the non-annular convex parabolic stator poles **144**. Two non-annular concave parabolic magnets **146** with bore surfaces of opposite polarity are coupled to a different one of four mover sections **148**. The non-annular concave parabolic magnets **146** are so named because in this implementation the bore surfaces of the non-annular magnets **146** have a concave parabolic shape and are non-annular in terms of the above discussion regarding the illustrative circle **39**.

The innovative mover **104** of the implementation of FIG. **13** has the four mover sections **148** complementary to the four non-annular convex parabolic stator poles **144** such that only the gaseous gap **122** exists between the stator poles **144** and the bore surfaces of the four non-annular concave parabolic magnets **146**. The mover sections **148** have mover section voids (not shown) to reduce the mass of the innovative mover **104** and to receive connecting rods (not shown) to hold the mover laminations together.

A sixth implementation of the innovative stator **102** and the innovative mover **104** is shown in FIG. **14**. In this implementation, the innovative stator **102** has four non-annular convex V stator poles **150** with stator pole voids **151**. The stator pole voids **151** are formed to reduce the mass of the non-annular convex V stator poles **150**. Two non-annular concave V magnets **152** with bore surfaces of opposite polarity are coupled to a different one of four mover sections **154**. The non-annular concave V magnets **152** are so named because in this implementation the bore surfaces of the non-annular magnets **152** have a concave V shape and are non-annular in terms of the above discussion regarding the illustrative circle **39**.

The innovative mover **104** of the implementation of FIG. **14** has the four mover sections **154** complementary to the four non-annular convex V stator poles **150** such that only the gaseous gap **122** exists between the stator poles **150** and the bore surfaces of the four non-annular convex V magnets **152**. The mover sections **154** have mover section voids (not

shown) to reduce the mass of the innovative mover **104** and to receive connecting rods (not shown) to hold the mover laminations together.

A seventh implementation of the innovative stator **102** and the innovative mover **104** is shown in FIG. **15**. In this implementation, the innovative stator **102** has eight non-annular convex parabolic stator poles **156** with stator pole voids **157**. The stator pole voids **157** are formed to reduce the mass of the non-annular convex parabolic stator poles **156**. Two non-annular concave parabolic magnets **158** with bore surfaces of opposite polarity are coupled to a different one of eight mover sections **160**. The non-annular concave parabolic magnets **158** are so named because in this implementation the bore surfaces **158'** of the non-annular magnets **158** have a concave parabolic shape and are non-annular in terms of the above discussion regarding the illustrative circle **39**.

The innovative mover **104** of the implementation of FIG. **15** has the eight mover sections **160** complementary to the eight non-annular convex parabolic stator poles **156** such that only the gaseous gap **122** exists between the stator poles **156** and the bore surfaces of the eight non-annular concave parabolic magnets **158**. The mover sections **160** have mover section voids **161** to reduce the mass of the innovative mover **104** and to receive connecting rods (not shown) to hold the mover laminations together.

In some of the implementations shown, the number of non-annular stator poles for the innovative stator **102** was eight rather than four. Other implementations are possible including six, eight, ten, and other even numbers of non-annular stator poles. As shown in FIGS. **1-5**, conventional approaches have used four stator poles **34'** for the stator **26** of the conventional linear electrodynamic system **22**. Increasing the number of non-annular stator poles as with some implementations of the present invention can allow further increase in magnet volume and a corresponding reduction in the number of turns generally required for the windings **110** thereby further reducing total mass and size of the innovative linear electrodynamic system **100**.

Although certain curvilinear and angular shapes, including V shapes and parabolas, for the bore surface of the non-annular magnets are used in the depicted implementations, other non-annular shapes for the bore surfaces of the non-annular magnets are envisioned for additional implementations to increase magnet volume while reducing the size of the non-annular stator poles for the innovative linear electrodynamic system **100** as compared with the annularly oriented conventional linear electrodynamic system **22**. These non-annular shapes can include other open curves such as hyperbola, special curves, symmetrically angular shapes, or non-symmetrical or other non-regular curves or angular shapes, in distinction over conventional annular approaches to thereby increase magnet volume and to decrease the size of the non-annular stator poles for comparable performance capability and an overall mass reduction of the innovative linear electrodynamic system **100**. Software such as ANSOFT Maxwell 2D/3D can be used to perform magnetic circuit analysis to help determine desired curvatures for the non-annular magnets to be further balanced with other concerns associated with performance, mass reduction, ease of component manufacture and assembly, and quality control for the innovative linear electrodynamic system **100**. These various shapes can be obtained by gluing or otherwise affixing flat pieces of flat magnets to the variously shaped surfaces and/or by forming curves or other shapes into the structure of the magnets.

As discussed above, the non-annular nature of the innovative stator **102** and the innovative mover **104** is a significant departure from the conventional approach. Contrary to the conventional approach, there can only be less than a gaseous gap for the innovative mover **104** to rotate before it strikes the innovative stator **102**. Because of the extraordinary demand placed upon rotational tolerances for the innovative mover **104**, the innovative linear electrodynamic system **100** is further enhanced.

From the foregoing it will be appreciated that, although specific embodiments of the invention have been described herein for purposes of illustration, various modifications may be made without deviating from the spirit and scope of the invention. Accordingly, the invention is not limited except as by the appended claims.

The invention claimed is:

1. A system comprising:

a housing;

a longitudinal shaft movably coupled to the housing to longitudinally and linearly reciprocate relative to the housing in the longitudinal direction of the shaft;

a stator rigidly coupled to the housing, the stator shaped to define an inner space to receive a portion of the longitudinal shaft, the stator having stator poles extending inwardly with bore surfaces facing toward that portion of the longitudinal shaft received by the stator; windings wound around the stator poles;

a mover affixed to the shaft, the mover; and

magnetic material affixed to the mover, the magnetic material having bore surfaces facing outward in correspondence with the bore surfaces of the stator poles to define a gaseous gap between each of the correspondingly positioned ones of the bore surfaces of the magnetic material and the stator poles, portions of the bore surfaces of the stator poles being closer to the shaft than portions of the bore surfaces of the magnetic material, wherein the bore surface of at least a portion of the magnetic material affixed to the mover comprises a concave shape.

2. A system comprising:

a housing;

a longitudinal shaft movably coupled to the housing to longitudinally and linearly reciprocate relative to the housing in the longitudinal direction of the shaft;

a stator rigidly coupled to the housing, the stator shaped to define an inner space to receive a portion of the longitudinal shaft, the stator having stator poles extending inwardly with bore surfaces facing toward that portion of the longitudinal shaft received by the stator; windings wound around the stator poles;

a mover affixed to the shaft, the mover; and

magnetic material affixed to the mover, the magnetic material having bore surfaces facing outward in correspondence with the bore surfaces of the stator poles to define a gaseous gap between each of the correspondingly positioned ones of the bore surfaces of the magnetic material and the stator poles, portions of the bore surfaces of the stator poles being closer to the shaft than portions of the bore surfaces of the magnetic material, wherein the bore surface of at least a portion of the magnetic material affixed to the mover comprises V shape and wherein the bore surface of at least a portion of the magnetic material affixed to the mover comprises a concave shape.

3. A system comprising:

a housing;

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a longitudinal shaft movably coupled to the housing to longitudinally and linearly reciprocate relative to the housing in the longitudinal direction of the shaft;
 a stator rigidly coupled to the housing, the stator shared to define an inner space to receive a portion of the longitudinal shaft, the stator having stator poles extending inwardly with bore surfaces facing toward that portion of the longitudinal shaft received by the stator; windings wound around the stator poles;
 a mover affixed to the shaft, the mover; and
 magnetic material affixed to the mover, the magnetic material having bore surfaces facing outward in correspondence with the bore surfaces of the stator poles to define a gaseous gap between each of the correspondingly positioned ones of the bore surfaces of the magnetic material and the stator poles, portions of the bore surfaces of the stator poles being closer to the shaft than portions of the bore surfaces of the magnetic material,
 wherein the bore surface of at least a portion of the magnetic material affixed to the mover comprises a parabolic shape and wherein the bore surface of at least a portion of the magnetic material affixed to the mover comprises a concave shape.

4. A system comprising:
 a stator with inwardly extending stator poles, the stator defining an inner space with the stator poles having bore surfaces defining a portion of the inner space;
 windings wound around the stator poles;
 a mover positioned within the inner space for longitudinal and linear reciprocal movement therein; and
 magnetic material affixed to the mover, the magnetic material having bore surfaces facing outward in corre-

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spondence with the bore surfaces of the stator poles to define a gaseous gap between each of the correspondingly positioned ones of the bore surfaces of the magnetic material and the bore surfaces of the stator poles, the bore surfaces of the magnetic material and the bore surfaces of the stator poles having mating non-annular shapes,
 wherein the bore surface of each of one of the stator poles has a V share and wherein the bore surface of each of the stator poles has a concave shape.

5. A system comprising:
 a stator with inwardly extending stator poles, the stator defining an inner space with the stator poles having bore surfaces defining a portion of the inner space;
 windings wound around the stator poles;
 a mover positioned within the inner space for longitudinal and linear reciprocal movement therein; and
 magnetic material affixed to the mover, the magnetic material having bore surfaces facing outward in correspondence with the bore surfaces of the stator poles to define a gaseous gap between each of the correspondingly positioned ones of the bore surfaces of the magnetic material and the bore surfaces of the stator poles, the bore surfaces of the magnetic material and the bore surfaces of the stator poles having mating non-annular shapes wherein the bore surface of each of the stator poles has a parabolic share and wherein the bore surface of each of the stator poles has a concave shape.

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